

Utilization of land and buildings at Railway Stations

†1519. SHRI MOOLCHAND MEENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Railways have any plan for utilization of the land and buildings at Railway stations where loco sheds, garage sheds were hitherto functioning and have since been closed down;

(b) if so, whether Government have any plan to utilize the buildings and land at the Ganga Pur city Railway station in Rajasthan; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) The land and buildings/structures released at the stations where loco sheds, carriage and wagon depots were functioning earlier are put to alternative uses as per the requirement of the railways.

(b) and (c) Some of the buildings/structures released due to closure of steam loco shed at Gangapur City, Western Railway have been put to alternative uses such as stabling of ART, etc. Some other structures are in a highly dilapidated condition and cannot be put to any alternative use.

Subsidy to Railway Canteens and Restaurants

1520. SHRI ANIL SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) the amount of subsidy provided by Government to Railways for incurring expenditure on canteens and restaurants etc. during the financial year 1999-2000, and the details of subsidy provided for each work/activity, out of them;

(b) whether the said subsidy is utilised in the interest of families or people living below the poverty line; and

(c) the details of the amount earmarked for each of the bodies mentioned in part (a) above in the 2000-2001 financial year?

†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI DIGVIJAY SINGH): (a) to (c)

CANTEENS:

Railway Canteens functioning in railway establishments for the benefit of railway employees fall in two categories, viz. (a) Non-Statutory; and (b) Statutory. The canteens are subsidized to the extent that expenditure on canteens with regard to the following items is borne by the Railways and is not taken into account in fixing the cost of meals. However, the expenditure so met is not quantifiable in financial terms.

(1) Non-Statutory Canteens:

Cost on account of staff, necessary accommodation, gas equipment, sanitary and electric installations, furniture, cooking utensils, electricity and water, and uniform at prescribed scales.

(2) Statutory Canteens:

Besides the facilities given to Non-Statutory canteens, cost of utensils, plates, glasses and other necessary articles for serving meals, cost of coal, fuel including cooking gas, and other expenditure on providing and maintaining the canteen as required under the provisions of Factories Act and rules framed by the State Government thereunder are also borne by the Railway.

RESTAURANTS:

Refreshment rooms/Restaurants at the Railway Stations over entire Indian Railways provide catering services to the travelling passengers. These are managed Departmentally as well as through private incensees. No subsidy or grant is given by the Government to Railways in regard to Restaurants, Refreshment Rooms or any other catering/vending activities under the control of Catering Department.

Doubling and Electrification of Rail Lines in Orissa

1521. SHRI RAMACHANDRA KHUNTIA: Will the Minister of RAILWAYS be pleased to state:

(a) what is the action plan of Railways for completion of doubling and electrification of rail lines in Orissa;

(b) what is the total Budget allocation in whole of the country, particularly for doubling and electrification of rail-lines; and